





CRASH & FATALITY REPORT 2008 Table Of Contents

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San Antonio City Information

The City of San Antonio is growing at a healthy rate. 2005 Census Estimates place San Antonio as the 7th largest city in the nation and the 2nd largest city in Texas. The City of San Antonio Planning and Community Development Department further estimates that the City's 2007 population is 1,320,100 people.

Not only has the city grown demographically, it has also expanded geographically in recent years. The City has grown from 440 square miles in 2000 to 504* square miles in 2007.

2005 U.S. Census Estimates:

1. New York	8,143,197
2. Los Angles	3,844,829
3. Chicago	2,842,518
4. Houston	2,016,582
5. Philadelphia	1,453,281
6. Phoenix	1,461,575
7. San Antonio	1,256,509*
8. San Diego	1,255,540
9. Dallas	1,213,825
10. San Jose	912,332

In 2008 the City of San Antonio Police Department received nearly 1,000,000 calls for service. Those services were provided by 2,085 sworn officers and 633 civilian staff.



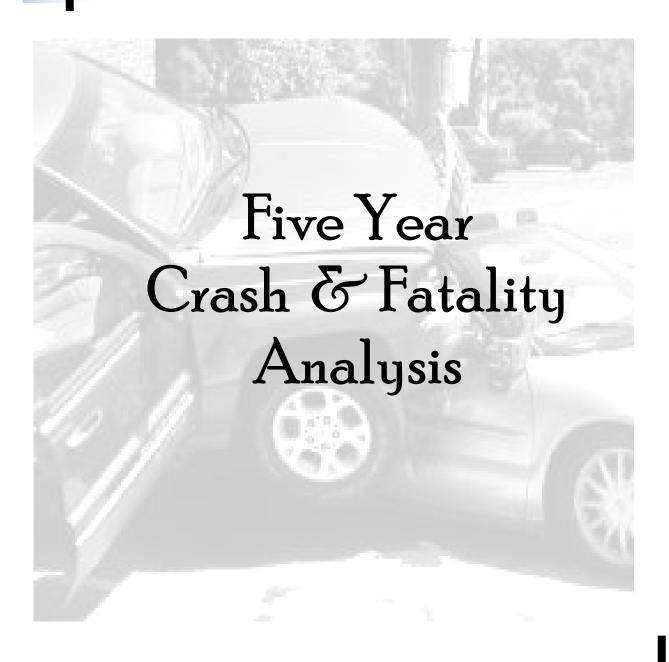
• Population and geographic area provided by the City of San Antonio Planning Department. 2005 Census Estimates are the most current available. 2007 City Estimates are the latest available.



EXECUTIVE SUMMARY

- In general, there are approximately 60,000 crashes in San Antonio annually.
- Major crashes are defined as crashes with injuries and they comprise about 15% of all crashes annually.
- D-W-I Crashes account for about 1.6% of all crashes and have remained constant.
- In any given year, fatal crashes account for 0.2% of the total crash number.
- Approximately 35% of all crash fatalities in 2008 were alcohol related based on the data available.
- Patrol B Shift (14:00 to 22:00) has the greatest number of crashes in any given year.
- The greatest number of crashes in general occur during the evening rush hour (16:00 to 18:00) with the peak at 17:00.
- The highest peak hour for traffic fatalities is 02:00 which corresponds to the time that bars and clubs stop serving alcohol in San Antonio.







NOTES ON CRASH REPORT DECREASE

Crash totals declined dramatically in 2008. This decline is largely due to the new departmental response priorities for minor accidents. We started using the S.M.A.R.T. initiative heavily in 2008 for minor incidents requiring no police presence.

The S.M.A.R.T. initiative saves valuable patrol time by not requiring officer to write reports for minor accidents and private property accidents. Instead they use N-Codes on their MDT's to clear the call and move on to the next event after distributing accident forms to each of the parties involved. The numbers below are calls that were dispatched as a type of accident and then were subsequently N-Coded by the officers in the field.

DISPATCH TYPE	CODE	2008 COUNT	2007 COUNT	CHANGE	% CHANGE
Minor Accident	02	25287	21291	3996	18.8%
Major Accident	03	2150	2077	73	3.5%
Private Prop Accident	04	4514	3860	654	16.9%
TOTAL		31951	27228	4723	17.3%
Traffic Related	53	39111	38871	240	0.6%
Traffic Violation	54	14441	13470	971	7.2%

For the other half of the decline we are currently speculating that it was due to the failing economy and high fuel costs during the first half of 2008. The evidence to support this is the decline in traffic crashes on Saturdays in 2008. Saturday is typically a discretionary driving day for most of the working world. Perhaps drivers were opting to make fewer trips on the weekends.

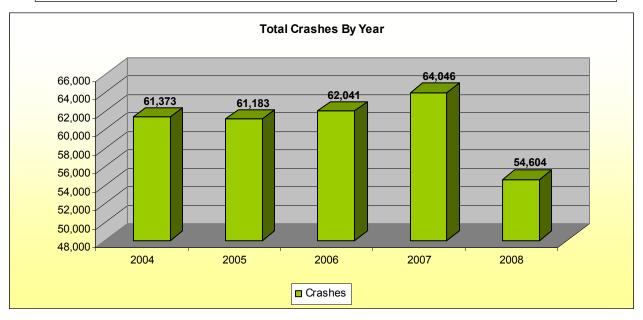
2008 was also the driest year on record for San Antonio since 1954 (NOAA). There were much fewer days of wet or frozen roads and this should have reduced the number of accidents.

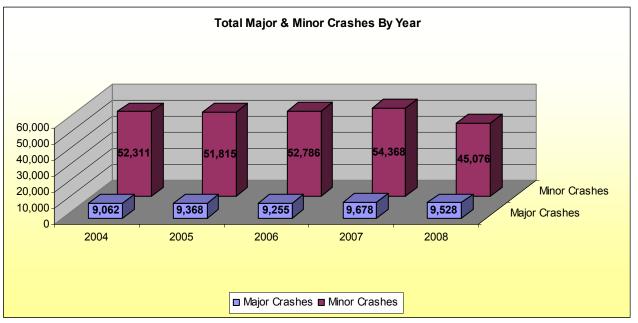
In addition, the National Highway Traffic Safety Administration (NHTSA) is estimating that nationally the vehicle miles traveled decreased by 3.5% in the first nine months of 2008. They are also estimating a 10% drop in fatalities for the same period.



FIVE YEAR CRASH ANAYLSIS

Crash totals declined dramatically in 2008 by 14.74% in total. This is largely due to a 17% decrease in the number of minor crashes. Major crashes also declined by 1.6%. Major crashes comprise around 15% of the total each year and are usually defined as crashes with injuries. Crash fatalities are part of the major crash total. The ratio of major to minor crashes has remained fairly level the past 5 years.

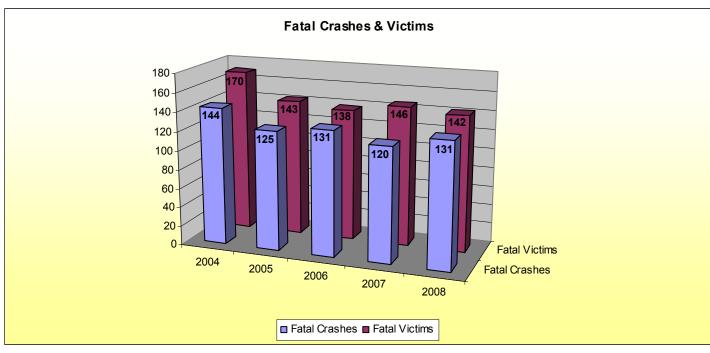






FIVE YEAR CRASH ANAYLSIS

Fatal crashes increased in 2008 compared to 2007, however the number of related fatalities declined by four. Fatal crashes average 0.2% of the total crash number each year. Between one third and half of all fatal crashes are usually alcohol related (35% in 2008).







CRASH LOCATION TRENDS

The following tables indicate the Top 10 locations for crashes in the city for the past 5 years. The Top 3 locations from 2008 are highlighted to show their position in previous years. The trend indicates that there are significantly more accidents in the north and northwest part of the city and this trend mirrors the city's direction and rate of regional population growth based on other types of data available.

	2008		
RANK	GENERAL LOCATION		
1	US HWY 281 N & Loop 1604		
2	IH 10 & Loop 1604		
3	Loop 410 & Ingram Rd		
4	FM 1604 & Bandera Rd		
5	IH 10 & De Zavala		
6	Loop 410 & Culebra Rd		
7	IH 35 & Rittiman Rd		
8	IH 10 & Wurzbach Rd		
9	Loop 410 & Perrin Beitel		
10	Loop 410 & Marbach Rd		

	2006		
RANK	GENERAL LOCATION		
1	US HWY 281 N & LOOP 1604 E		
2	INGRAM RD & LOOP 410 NW		
3	IH 35 N & HWY 281		
4	LOOP 1604 & BANDERA RD		
5	IH 10 W & LOOP 1604		
6	IH 10 W & WURZBACH		
7	NE LOOP 410 & PERRIN BEITEL		
8	US HWY 281 & BITTERS		
9	SAN PEDRO AVE & RECTOR DR		
10	NE LOOP 410 & IH 10 E		

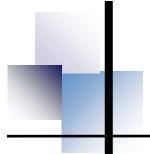
	2004		
RANK	GENERAL LOCATION		
1	US HWY 281 N & LOOP 1604 E		
2	IH 10 W & LOOP 410 NW		
3	INGRAM RD & LOOP 410 NW		
4	IH 35 N & HWY 281		
5	IH 10 W & DE ZAVALA RD		
6	LOOP 1604 & BANDERA RD		
7	IH 10 W & LOOP 1604		
8	IH 10 W & LOOP 410		
9	IH 35 N & RITTIMAN RD		
10	US HWY 281 & BITTERS		

	2007		
RANK	GENERAL LOCATION		
1	US HWY 281 N & LOOP 1604 E		
2	INGRAM RD & LOOP 410 NW		
3	IH 10 W & LOOP 1604		
4	IH 35 N & HWY 281		
5	US HWY 281 & BITTERS		
6	LOOP 1604 & BANDERA RD		
7	CULEBRA RD & LOOP 410 NW		
8	IH 10 W & WURZBACH		
9	IH 10 W & DE ZAVALA RD		
10	NW LOOP 1604 & BRAUN RD		

	2005			
RANK	GENERAL LOCATION			
1	US HWY 281 N & LOOP 1604 E			
2	INGRAM RD & LOOP 410 NW			
3	SAN PEDRO AVE & RECTOR DR			
4	LOOP 1604 & BANDERA RD			
5	IH 10 W & LOOP 1604			
6	IH 35 N & HWY 281			
7	IH 10 W & DE ZAVALA RD			
8	US HWY 281 & BITTERS			
9	IH 10 W & LOOP 410			
10	CULEBRA RD & LOOP 410 NW			

	2003
RANK	GENERAL LOCATION
1	NW LOOP 410 & SAN PEDRO AV
2	US HWY 281 N & E LOOP 1604
3	US HWY 281 N & IH 35 N
4	IH 10 W & DE ZAVALA RD
5	IH 10 W & W LOOP 1604
6	SAN PEDRO AV & RECTOR DR
7	INGRAM RD & LOOP 410 NW
8	IH 10 W & WURZBACH RD
9	IH 10 W & NW LOOP 410
10	IH 35 N & RITTIMAN RD

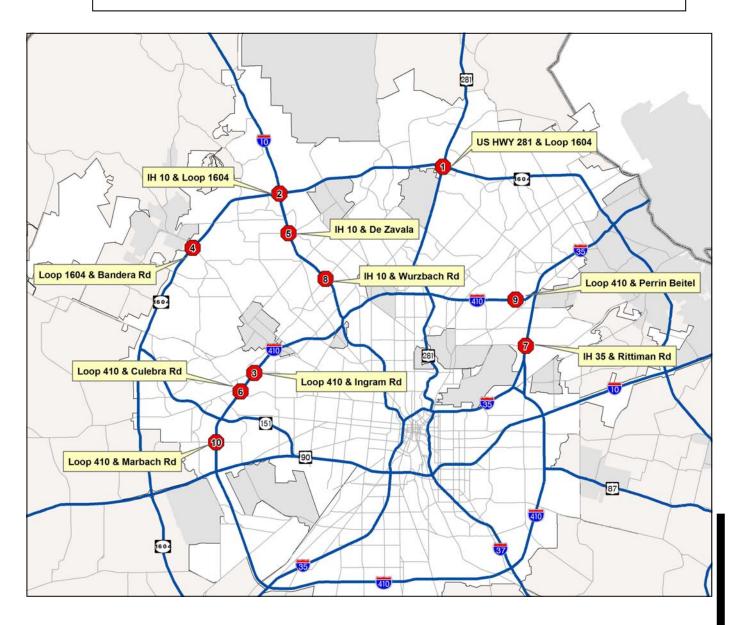
 Crash ranking is determined by unique coordinate counts and does not reflect a perfectly accurate count for every intersection in the City.





CRASH LOCATION TRENDS

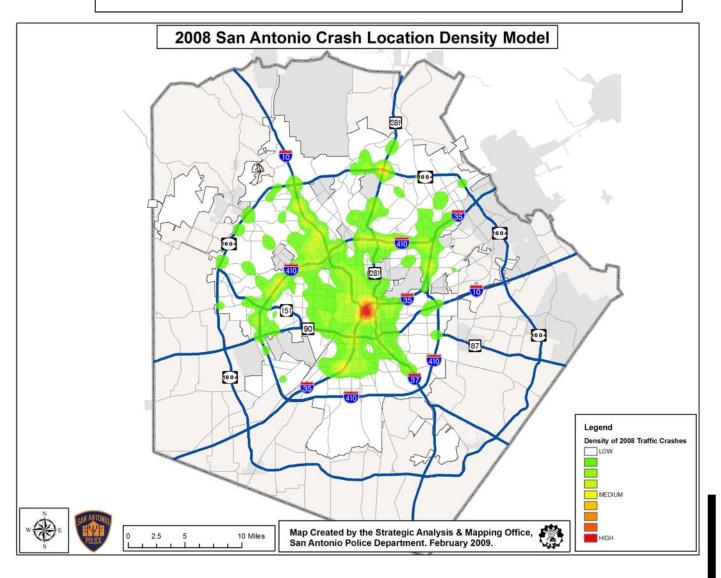
The Top 10 locations for crashes changes in rank order each year. However, the majority of the locations have remained the same. The US Hwy 281 N and Loop 1604 interchange has been the number one location for crashes for the past five years with 285 crashes in 2008. IH 10 and Loop 1604 was ranked second with 186 crashes. Loop 410 and Ingram Rd was ranked third with 163 crashes in 2008.



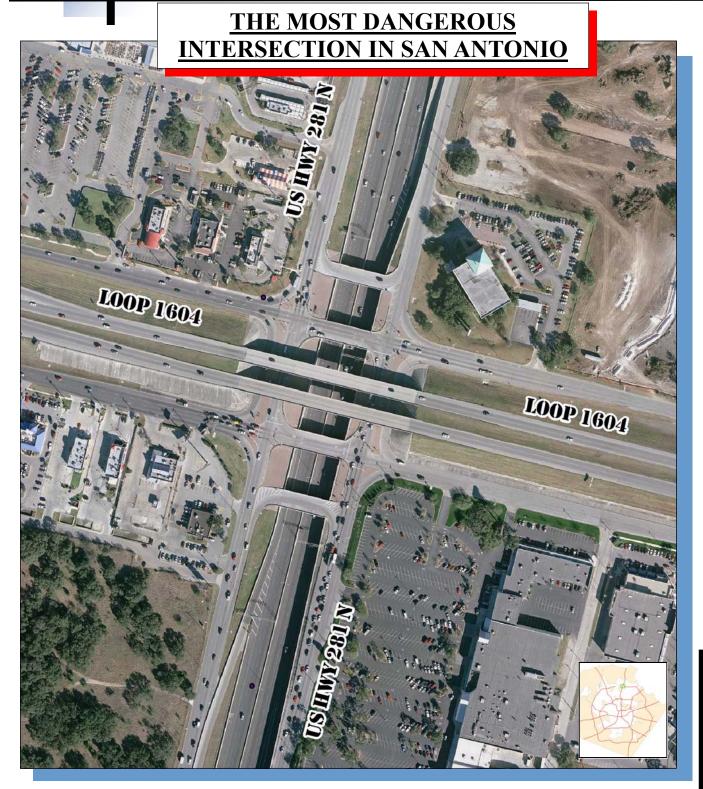


CRASH DENSITY MODEL

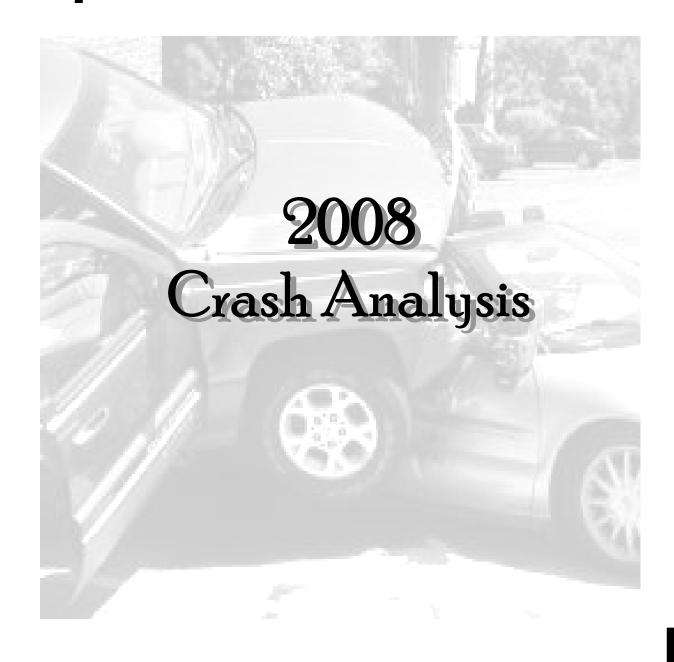
This model illustrates the density of crashes in the City of San Antonio for 2008. The concentrations are heaviest on the expressways indicating volume of traffic is perhaps the greatest challenge for traffic safety planning. There is also a noticeable density of crashes downtown. There were 2,249 crashes within a one mile radius of City Hall indicating that there is a very high volume of traffic moving in and out of the downtown area primarily during normal business hours.







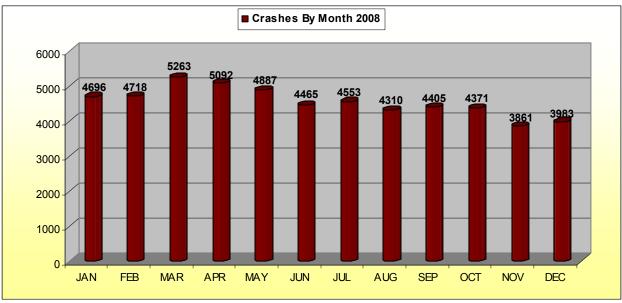


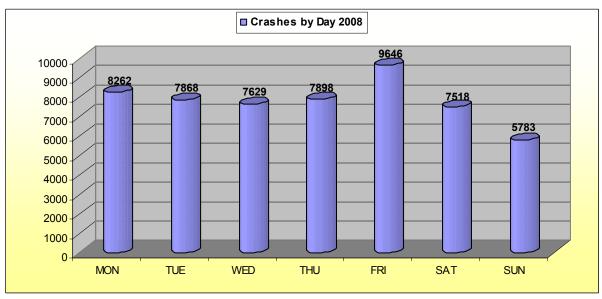




2008 CRASH DATA

In general, crash totals by month seem to follow the vagaries of the weather and seasons. Historical data provides that the spring time months have generally higher crash numbers than other months. By day of week, the three most prevalent days for crashes are typically Friday, Saturday and Monday. Friday was the highest crash day in 2008. However, this year Saturday was lower than all but Sunday. Sunday is usually the day with the least number of crashes. It is suspected that the high cost of fuel in 2008 reduced discretionary driving on the weekends and reduced crash totals for the year.

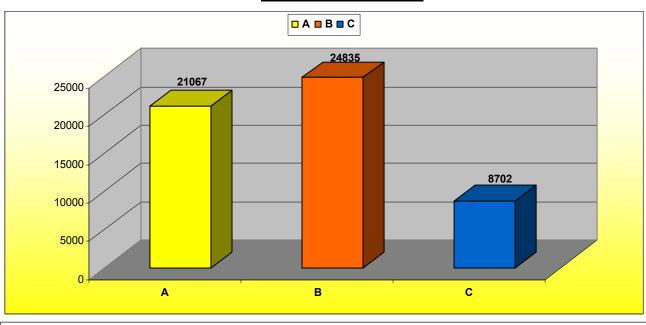




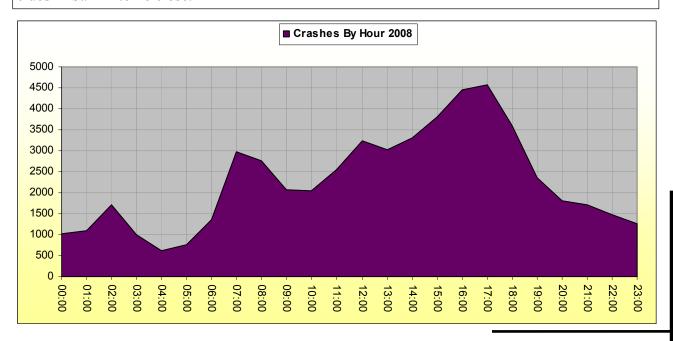




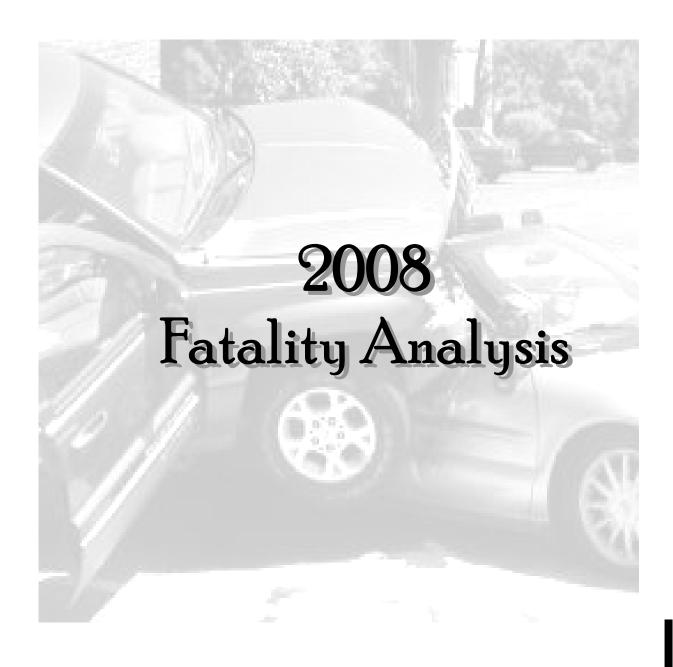
2008 CRASH DATA

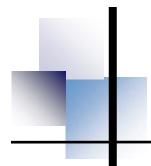


The time patterns and trends for vehicle crashes remains nearly the same as it has for the past decade. For the past 5 years there have been more crashes during Patrol B Shift than any other shift. The highest concentration of crashes occur during the evening rush hour starting around 4:00 PM and hitting the peak around 5:00 PM. The crashes slowly decrease until about 7:00 AM. The other two spikes in crash times occur during the lunch hour rush and around 2:00 AM after the bars and clubs in San Antonio close.





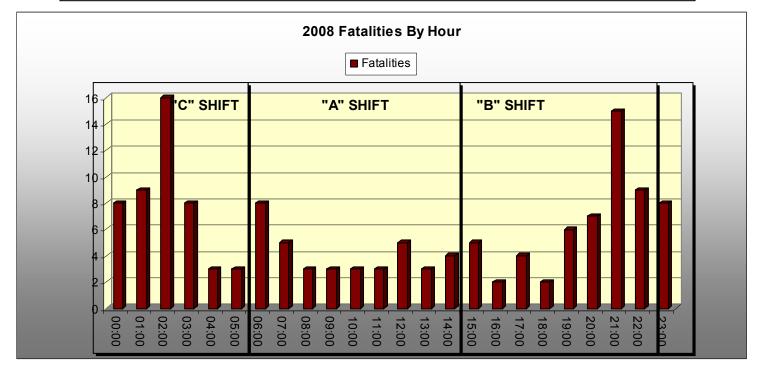






2008 FATALITY DATA

Traffic fatalities tend to follow general traffic trends during the day. The vast majority of crash fatalities occur on Patrol B shift. The peaks occur roughly around the same times as the morning, noon, and evening rush. However, fatalities increase dramatically at night with one third (33%) happening between 00:00 and 03:00. The most significant spike occurs at 02:00 when most of the bars and clubs in San Antonio stop serving alcohol. The fatalities drop significantly after 3:00 am and start to increase again during the early morning rush hour.



2008 CONTRIBUTING FACTORS

CONTRIBUTING FACTORS	2008 COUNT
ALCOHOL	46
DRUG	6
OTHER	79
Total Fatal Crashes	131

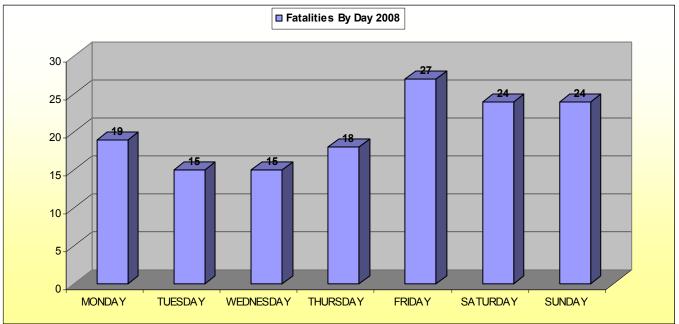
Drugs and alcohol are the most significant preventable causes of crash fatalities. The second most preventable cause is excessive speed. Many of the pedestrian fatalities are caused by the pedestrian failing to yield the right-of-way to the vehicle or the pedestrian was impaired by some substance.

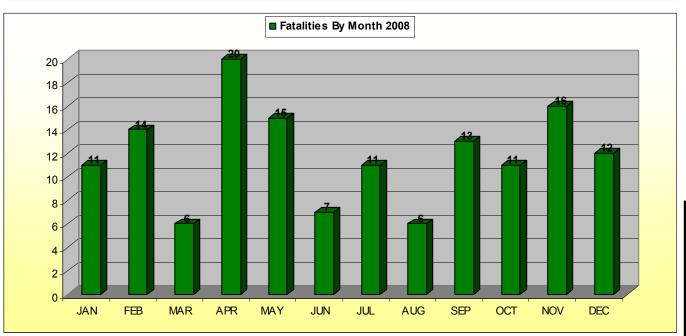


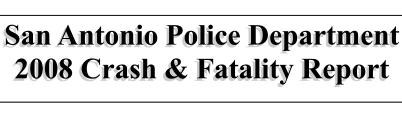


2008 FATALITY DATA

Traffic fatalities for the past 5 years have been most prevalent on the weekends with Friday, Saturday and Sunday having the greatest numbers. There does not appear to be any trend in fatalities by month. Fatalities appear to occur randomly and seem to be unaffected by the holidays, seasons, or weather variations when viewed in a historical context.



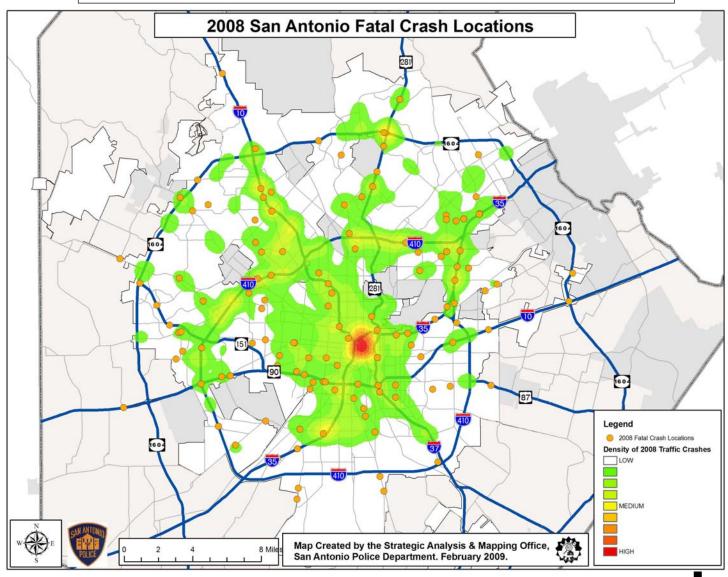






2008 FATALITY DATA

This map illustrates the locations of the 2008 crash fatalities. It has been overlaid on top of the total crash density model for 2008 for comparison. There are not many fatalities that fall outside of the high crash areas but they are also not clustered directly on top of the highest concentrations. In general, crash fatalities are very random and it is very rare to have two in the exact same location in any given year.







Seat Belt Information

YEAR	Driver Fatalities	Wearing Seatbelts	Pecent w/ Seatbelts
2004	80	51	63.75%
2005	74	44	59.46%
2006	70	30	42.86%
2007	71	33	46.48%
2008	92	35	38.04%
	Passenger	Wearing	Pecent

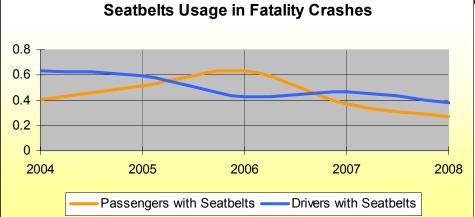
YEAR	Passenger Fatalities	Wearing Seatbelts	Pecent w/ Seatbelts
2004	47	19	40.43%
2005	29	15	51.72%
2006	22	14	63.64%
2007	40	15	37.50%
2008	22	6	27.27%

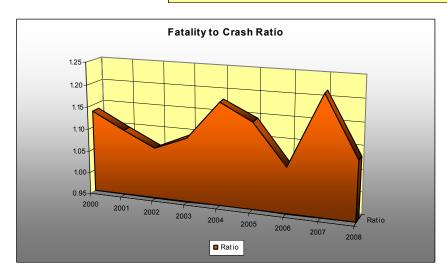


SEATBELT USAGE

2006 saw an increase in passenger seatbelt usage while driver usage dipped significantly.

In 2008 there was an overall reduction in the use of seatbelts in fatal crashes.





FATALITY CRASH RATIO

This is the ratio of deaths to crashes. A ratio of 1.0 would be one body per fatality crash on average. In 2006 our fatality ratio was 1.05; the lowest this decade.

The ratio, unfortunately, spiked in 2007 before returning to a lower level of 1.08 for 2008.

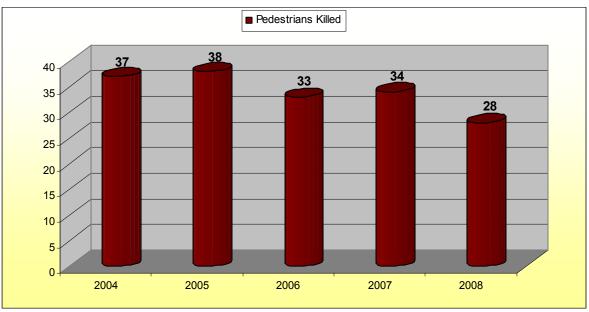




Pedestrian, Bicycle & Motorcycle Fatalities

Year	Pedestrians Killed		
2004	37		
2005	38		
2006	33		
2007	34		
2008	28		

Pedestrian fatalities continue to be a formidable problem in San Antonio. In 2008 the number of pedestrian fatalities decreased by 17.6%. Intoxicants are often a contributing factor in these types of fatalities.

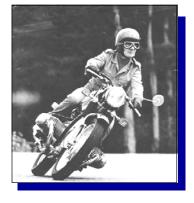


In 2008 there were three recorded bicycle fatalities in San Antonio. We normally average around two per year.

Bicycle Fatalities

Year Bicyclists Killed		
2004	3	
2005	2	
2006	2	
2007	1	
2008	3	





Year	Motorcyclists Killed	No Helmet	% No Helmet
2004	4	3	75%
2005	7	4	57%
2006	17	4	24%
2007	8	6	75%
2008	21	11	52%

We continue to see high percentages of motorcycle fatalities where the cyclist was not wearing a helmet.



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